

on the Bk. Lady Head Master John James
Tonnage Old 1865 Built at Southwick When built 1864-5 Launched 25th
By whom built G. & J. Mills Owners J. & W. P. & Co.
Port belonging to London Destined Voyage London
Surveyed while Building, Afloat, or in Dry Dock Whilst Building

Length aloft			Extreme Breadth Outside			Depth of Hold		
130.9			20.2			17.5		
Scautlings of Timber.			Thickness of Plank.					
Timber and Space			Outside.			Inside.		
Floors			Garboard Strakes			Limber Strakes		
1st Foothooks			Garboard to Bilge			Bilge Planks		
2nd Ditto			Bilge Planks			Ceiling in Flat		
3rd Ditto			Bilge to Wales			Ditto Bilge to Clamp		
Top Timbers			Wales			Hold Beam Clamps		
Deck N° 28 Average Space 3/10			Topsides			Deck Beam Ditto		
Deck Beams, length amidships			Sheer Strakes			Ceiling 'twixt Decks		
Hold N° 18 Average Space 3/10 x 7/6			Plank Sheers			Hold Beam Spikes		
Hold Beams, length amidships			Water Upper Deck 9 1/2 x 10 1/2			Deck Beam Ditto		
Keel			Ways Lower Deck 4 x 6					
Scarp of Ditto			Ditto, faying surface against Timbers					
Keelsons			Upper Deck					
Scarp of Ditto								

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.											
	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Y.M. in Ship.	Iron in Ship.	Required per Rule
Heel-Knee, & Deadw'd abaft	1 1/16	"	1 3/8	Transoms and throats of Hooks	1 1/8	"	1 1/8	Hold Beam	Waterway ..	"	"
Scarp of Keel, N ^o 7	1 5/16	"	1 5/8	Arms of Hooks	1 5/8	"	1 5/8	Bolts in	Knees	1 1/2 x 18	1 1/2 x 18
Keelson Bolts through Keel				Thro' Bilge & Limber Strakes	1 3/8	"	1 3/8		Shelf or Clamp	15	15
at each Floor	1 1/16	"	1 7/8	Thickstuff over Double Floors				Deck Beam	Waterway ..	14	14
Bolts thro' Heels of Timbers				Butt End Bolts	1 3/16	"	1 3/16	Bolts in	Knees	13 x 14	13 x 14
against Deadwood	1 1/8	"	1 1/2	Pintles of the Rudder	3 1/2	"	2 3/4		Shelf or Clamp	13	13
								Nails or Bolts in Flat of Deck		8 1/2	9 1/2
								Treenails Inches	1 1/4		1 1/4

bering.—The Space between the Floor Timbers and Lower Footboards is 2 1/2 x 3 Inches		The Space between the Top Timbers is 5 x 5	
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Numbering.—The Space between the Floor Timbers and Lower Foothooks is 4 1/2 Inches. The Space between the Top-Timbers is 5 Inches.
The Floors consist of English Oak The First Foothooks of English Oak
The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak
The Shifts of the First and Second Foothooks are not less than 4 1/2 N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are sufficient
The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is the same

The Frames are bolts together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.
The Frame is Cross chocked with Butts at each end of the chock. The Main piece of Rudder is Teak of Windlass is Eng. Oak
The Keel is Eng. Oak The Main Keelson is of Chow and aff free from all defects.
The Stem, and Stern Post of English Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, of Eng. Oak per Rule and are aff free from all defects.
The Deck and Hold Beams of Teak & English Oak The Breasthooks of Iron The Knees of Iron & Eng. Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is American Elm
or to the First Foothook Heads }
From the above named Height to the Light Water Mark Dantzic Oak
From the Light Water Mark to the Wales Teak
The Wales and Black-strakes are Teak The Topsides & Sheer-strakes Teak
The Spirketting and Plank-sheers Teak The Water-ways { Upper Deck Teak
Lower Deck Teak
The Decks Yellow Pine State of Good
The Shifts of the Planking are not less than 5 Feet 4 Inches. N. B. If less than, prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Greenheart & Teak
The Ceiling, Lower Hold, and between Decks Teak & Greenheart Shelf Pieces and Clamps upper of Teak
Fastenings.—To Hold Beams Iron horizontal knees. Ten pairs of hanging knee riders, and six pairs of hanging knees
Deck Beams 26 pairs of hanging knees & lodging knees to every Beam

Number of Breasthooks Six under the Deck Pointers Iron Crutches below the main transom
Butt End Bolts are of Yellow Metal in the Bottom: Two Bolts in each Butt End one through and clenched.
Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng. Oak How Made Common
Thickstuff over Double Floors are bolted through and clenched. General Quality of Workmanship very Superior
We certify that the above is a correct description of the several particulars therein given
Builder's Signature George & John Mills Surveyor's Signature Thomas & William

Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
2	Fore Sails,	Tested to 34 Tons	240 1 1/2	Bowers,	Tested to 10 1/2 Tons
2	Fore Top Sails,	Chain	000 0 1/2	"	" 10 1/2 "
2	Fore Topmast Stay Sails,	Hempen Stream Cable	70 1 1/2	"	" 10 1/2 "
1	Main Sails,	Hawser	000 6	Stream,
2	Main Top Sails,	Towlines	000 5	Kedge,
and <u>shew as usual</u>		Warp			
		All of <u>good</u> quality.			

Her Standing and Running Rigging is of Wool & Hemp sufficient in size and good in quality.

She has One Long Boat and Two others.

The present state of the Windlass is secure Capstan Two Knives Rudder and Pumps New and Good.

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>Builder under Special Survey</u>
	2nd. When the Beams are put in, &c.	<u>from 1st September, 1864</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>to the present date,</u>

This vessel is double to the height of 16 feet in midships, and 10 feet at the ends, with American Elm below 1/3 of depth of hold, and Iron Bark from there upwards, all 3 inches thick, upon felt. The shakes are from 9 to 11 inches wide bolted with Yellow Metal bolts in every Timber, 1/3 of them driven through and clenched 1/2 of 1/2, and the others are 12 inches long by 1/2, the Bridge and Timber shake bolts are all through the doubling, clenched on the inside, and the Bolts in the Fore Beam horizontal knees, and in the sides, and hanging knees and clamps are driven through the main bottom before the doubling was sought, the breast hooks & crutches are also bolted independant of the doubling.

The Chain Cables and Anchors of this vessel have been Tested, and Certificates produced signed by Mr. J. M. Thompson.

All the external Bolts in this vessel are of Yellow Metal to the entire exclusion of iron. The heels of the Timbers against the fore and after dardboards are also bolted through and clenched with Y. Metal.

All the inside Bolts are of Galvanized iron.

George & John Mills

Present condition of Caulking of Bottom, Main and doubling is very well executed Deck, Good and Waterways Good

If Sheathed, Doubled, and Felted, or Coppered up to 16 feet When last done

I am of opinion this Vessel should be Classed 13 A, 1

The Amount of the Fee.....£ 5 : " : " is received by me,

Order No 1607 Special£ 22 : 17 : "

AMM Certificate£ " : " : "

Committee's Minute 4th April 1865

Character assigned 1 for 13 Years



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